

**Table 6-2: Summary of Advantages and Disadvantages**

Vehicle Type	Advantages	Disadvantages
<b>Standard Vehicles with Natural Gas Engines</b>	<ul style="list-style-type: none"> <li>• Wide use, proven design</li> <li>• Standard maintenance practices, no changes required to existing maintenance practices of potential operator</li> <li>• Can potentially utilize existing or future maintenance facilities equipped for Natural Gas vehicles</li> <li>• Sufficient passenger capacity to meet estimated demand.</li> <li>• Greater number of potential operating contractors based on wider familiarity with standard vehicles – greater flexibility in selecting contractor</li> </ul>	<ul style="list-style-type: none"> <li>• May have insufficient uniqueness in body type for identity purposes.</li> <li>• New or retrofitted facility to handle natural gas will likely be required.</li> </ul>
<b>Double Deck Buses</b>	<ul style="list-style-type: none"> <li>• Unique identity</li> <li>• Passenger carrying capacity</li> </ul>	<ul style="list-style-type: none"> <li>• Fewer model choices available</li> <li>• Operations and Maintenance facility retrofits will likely be required</li> <li>• O&amp;M facility limitations may limit number of contractors willing to bid to run the system</li> <li>• Unlikely to be available in natural gas fuel option – electric hybrid propulsion system untested. Contractor unfamiliarity with electric/hybrid system may limit number of contractors willing to bid.</li> <li>• Potential interference from street trees and other clearance problems.</li> </ul>
<b>Special Design Buses</b>	<ul style="list-style-type: none"> <li>• Unique identity</li> </ul>	<ul style="list-style-type: none"> <li>• Some vehicles are in limited use and therefore are an unproven technology</li> <li>• Off shore manufacturing requires FTA Buy America waiver</li> <li>• O&amp;M facilities will require special retrofits to handle new technology.</li> <li>• Some potential contractors may not be willing to compete on contract because they do not have the capability to maintain vehicles, therefore constraining the DCPG's flexibility in selecting a contractor.</li> <li>• Some vehicles do not have required capacity to meet estimated demand.</li> </ul>